

Meeting Minutes
City of Sammamish Transportation Committee
Monday, October 3rd – 10:00 a.m.
Executive Conference Room 111- Sammamish City Hall

Called to Order:

Committee Chair Tom Odell called the meeting to order at 10:00 am

Committee Members Present: Tom Odell (Chair)
Christie Malchow
Bob Keller

Committee Members Absent: None

Other Council Members Present: None

Staff Present: Jessi Bon, Deputy City Manager
Steve Leniszewski, Public Works Director
Andrew Zagars, City Engineer
Jim Grueber, Senior Project Engineer
Michelle Martin, Administrative Assistant (Recording Secretary)

Others Present: Paul Stickney (Citizen)
Peter Debolt (Perteet, City's consultant)

Opening Comment – Chairman Odell:

Meeting commenced at 10:00 am with reference to review of data collected regarding SE 4th Street and 228th intersection.

Approval of Meeting Minutes:

- N/A

- **SE 4th Project questions/answers:**
 - Peter Debolt began the discussion with a brief update with the new DEA traffic model results which include four connectors from SE 1st Street; SE 4th Street; SE 8th Street and Main Street. The volumes are for the 2035 traffic projections during PM peak hours with a single WB left hand turn lane and intersection operating at lowest service level "E". Level "E" is the minimum acceptable level to meet concurrency. The traffic model was presented to show the revised distribution of traffic. The model includes everything in the current Comprehensive Plan. There is no plan for a roundabout at this intersection. On average, the 2035 peak period at the 95th percentile for vehicular stacking (queue) conditions in the turn pocket is approximately 550 feet or about 25 cars. Recommendations to further extend the left turn pocket are probably out in the years between 2025-2035. TRF is required to extend the turn lane approximately 260 feet of the NB lane turning onto SE 4th Street.
 - What is taken into account relative to infrastructure and other proposed projects in the area?
 - The model takes into consideration quickest time to get to the destination.
 - Dynamic reassignments are made to help represent what Improvements include everything in the current comprehensive plan.
 - Model is set up based on zoning, retail, and commercial proposals.

- The signal will be retained at SE 4th Street/228th Street.
 - The traffic demand model is set at current zoning with full build out to 2035.
 - What improvements are made in the model presented?
 - Jim Grueber give a synopsis of old model and current model. The updated plan includes the original 2009 infrastructure plan and a new east-west connecting road in the Town Center midway between SE 4th and Main Street and is based on what STCA has recently submitted.
 - The new model includes all proposed elements of the Town Center?
 - STCA has own plan and analysis based on retail
 - Factors considered from a traffic standpoint:
 - Zoning that is currently planned for Sammamish
 - Density based on Zoning
 - Concurrency
 - Andrew Zagars provided information on the process of how the model is set up on the City side versus the developers' side. Analysis and improvements that are needed are stipulated any corrections, changes or requirements needed to meet the Standards. Modeling is reviewed again to ascertain if changes are needed.
 - Are we planning based on the new STCA application?
 - The proposal is in place, but no way to know for sure what roads will be put in.
 - Our model shows full build out.
 - Committee requested daily and peak levels west of 228th and Town Center
 - Traffic is still on SE 4th with a service level of A and B.
 - Refinement needs to occur prior to publishing number west of Town Center
 - More infrastructure request increase in impact fees are increased.
 - Any principal rising level of service from E to D service level would raise impact fee costs substantially.
 - Does the model have commercial square footage designated? Yes.
 - The model is based on density assigned to current zoning of Sammamish at full build out.
 - Clarifications:
 - \$15.4+ million construction cost is inclusive of the ROW
 - The TIB grant in jeopardy of loss if not timely used
 - Committee agrees on constructing 3 lanes with one single turn lane to save \$5 million for potential usage in other areas. Construction is agreed based on recommendations by consultant and City staff to construct the single left hand turn lane based on data provided, updated modelling results, and forecasted need.
 - We may not need the ROW now, but possible acquisition has not been precluded.
 - All other moving parts of this project will be handled through the development process. The master transportation plan will be influential in future need for the additional ROW or two left hand turn lanes if needed in the future based on connections made or not made in the Town Center.
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- Synopsis: Project Engineer
 - Jim Grueber summarized that we are building 3 lanes on SE 4th with one single left hand turn lane with no turn pocket into TRF based on the 30% concept. We will leave 228th alone in terms of expansion of traffic movements. Plans to move forward on 4 lane ROW needs, but will not do anything or make decisions pending further analysis and approvals from City Council.
- Request from Council Committee:
 - Costs (ROW vs. Construction) – 3 lanes vs. 4 lanes
 - Cost of extending northbound turn pocket projects to 400 feet rather than 250 feet.

Public Comment: None

Next Meeting:

Friday, October 7th, 9:30-11:30 am

Meeting Adjournment:

Meeting adjourned at 11:06 am
